BookletChart™

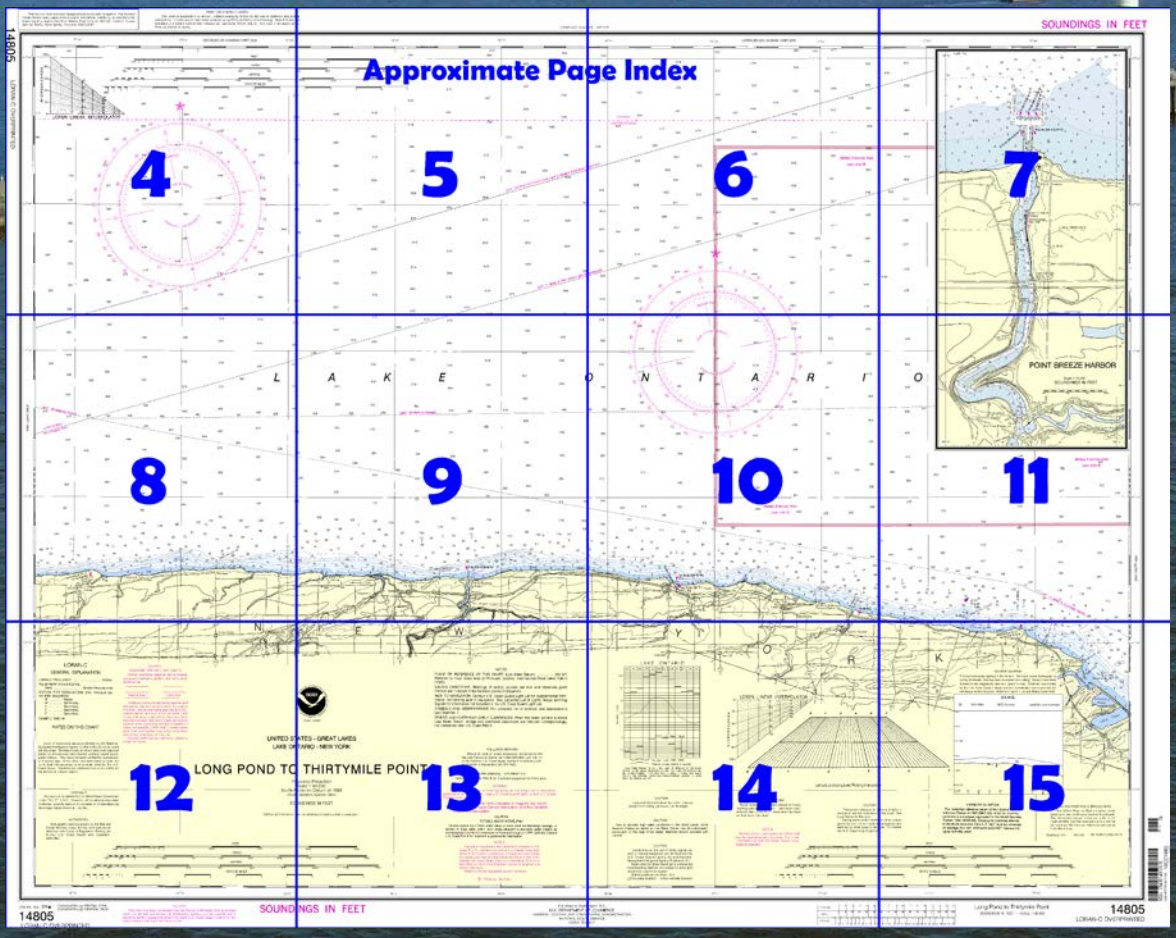
Long Pond to Thirtymile Point

NOAA Chart 14805

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14805

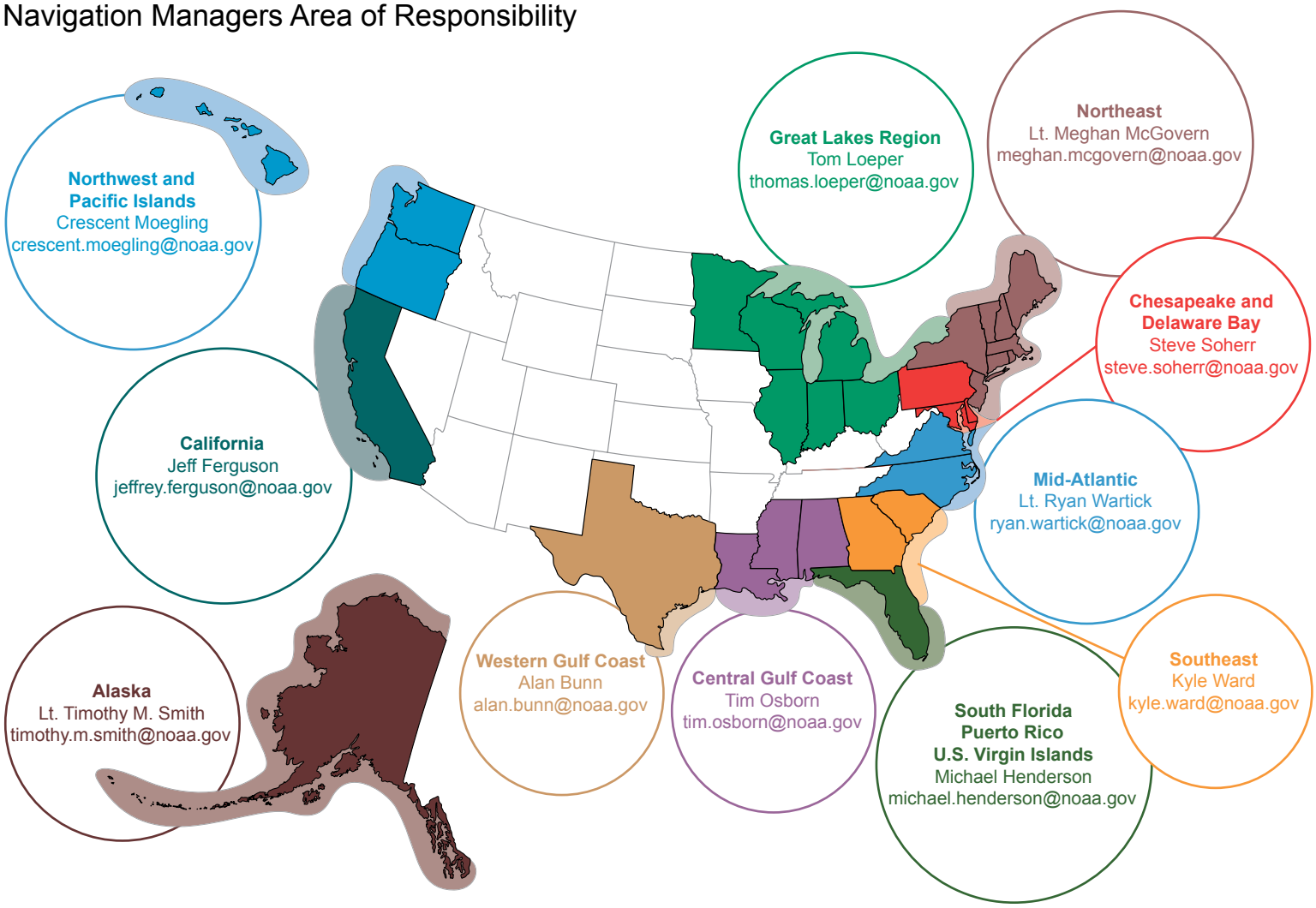
(Selected Excerpts from Coast Pilot)
Anchorage with good protection from W winds is available between the mouth of the Genesee River and **Braddock Point** (43°19.4'N., 77°42.9'W.), about 7 miles NW. Adequate depths are found within 1 mile offshore. Numerous potable water intakes are within 2.5 miles NW of the Genesee River and a dangerous wreck covered 1.4 feet is 0.2 mile offshore in about 43°17.6'N., 77°40.2'W.; caution is advised. **Lewis Shoal,** with a least depth of 14 feet, is centered about 1.2 miles offshore in about 43°18'31"N., 77°40'06"W. The shore is low and consists mostly of bars enclosing a series of shallow ponds or enlarged outlets of creeks.

Braddock Bay, just SE of Braddock Point, is separated from Lake Ontario by long necks of land extending from the SE and from the NW with an entrance between. The channel through the bay is marked by private lighted buoys. In 1984, the reported controlling depth across the entrance bar was 2 feet. In June 1987, shoaling to an unknown depth was reported to exist in the channel leading into the bay. Several marinas in the bay provide transient berths, gasoline, diesel fuel, water, ice, electricity, sewage pump-out, marine supplies, launching ramps, lifts to 14 tons, and hull, engine, and electronic repairs. In 1977, depths of 4 to 5 feet were reported alongside the berths.
Braddock Point Light (43°20.5'N., 77°45.5'W.), 55 feet above the water, is shown from a brown circular tower on Bogus Point, 2.7 miles NW of Braddock Point.
About 2 miles W of Braddock Point Light, a boulder bank extends about 0.8 mile from shore to **Wautoma Shoals**, which is marked by a lighted buoy. A dangerous wreck is close E of the lighted buoy.
The shoreline W to **Devils Nose** (43°22.1'N., 77°58.6'W.), a small bold knob 11 miles W of Bogus Point, has deep water 0.5 mile off, except for 7-foot depths extending 0.5 mile off just E of Devils Nose. There are no outlying obstructions from Devils Nose to Point Breeze, 11 miles W, except for a rock ledge covered 5½ feet about 0.6 mile offshore, 1.5 miles E of Point Breeze.
Point Breeze Harbor is at the mouth of **Oak Orchard Creek**. The village of **Point Breeze, N.Y.**, is on the E side of the harbor. The approach to the creek from Lake Ontario is through two dredged channels that lead around either end of a detached breakwater, join, and lead S between two jetties through the mouth of the creek to a harbor basin with its upper end about 0.2 mile above the mouth. Lights mark the detached breakwater and the jetties. In May-July 2004, the controlling depths were 4.8 feet in the E approach channel and 7.6 feet in the W approach channel, thence 9.5 feet between the jetties to the harbor basin, thence depths of 5 to 8 feet available in the basin.
Caution.–In 1977, it was reported that several vessels have grounded on the detached breakwater when entering at night. Local knowledge is advised.
Twin fixed highway bridges with clearances of 54 feet, and a fixed highway bridge with a clearance of 8 feet, cross Oak Orchard Creek about 0.8 mile and 1.7 miles above the detached breakwater, respectively.
Several marinas at Point Breeze provide transient berths, gasoline diesel fuel, water, ice, electricity, sewage pump-out, marine supplies, launching ramps, mobile lifts to 25 tons, and hull, engine, and electronic repairs.
From Point Breeze 15 miles W to Thirtymile Point, shallow water with a rocky bottom extends from 0.3 to 0.6 mile offshore. From about 2.5 to 3.5 miles E of Thirtymile Point, depths of 6 to 8 feet are about 0.5 mile offshore.
Thirtymile Point Light (43°22.5'N., 78°29.2'W.), 60 feet above the water, is shown from a square tower on the NE corner of a two story house on Thirtymile Point. A radio mast is 50 feet SW of the light.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Cleveland	Commander 9th CG District Cleveland, OH	(216) 902-6117

Navigation Managers Area of Responsibility

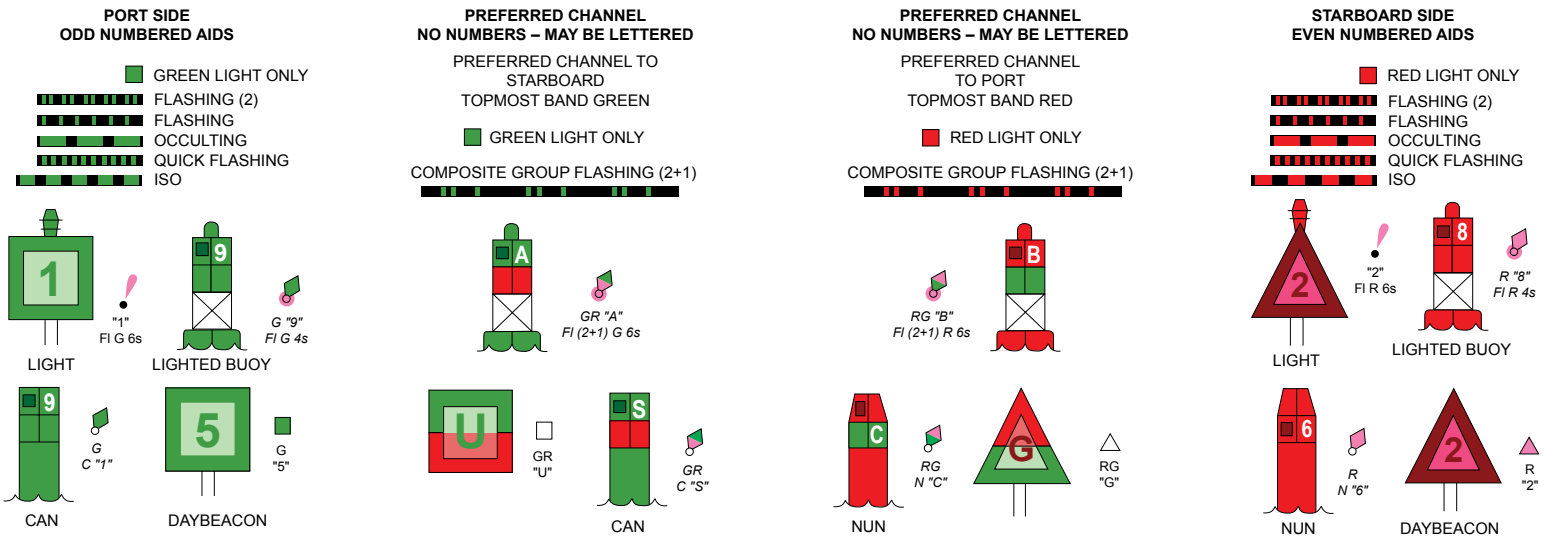


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

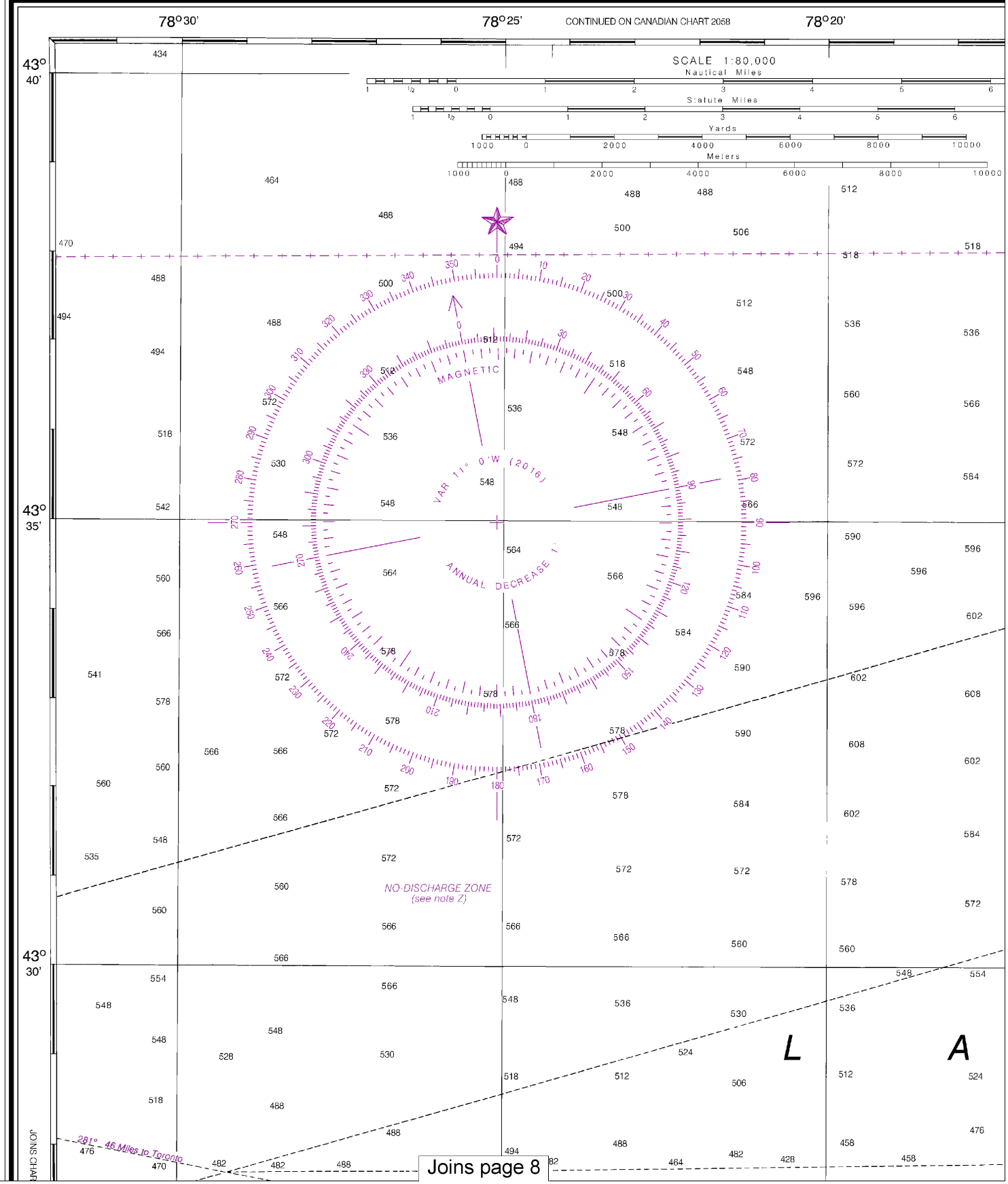
Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

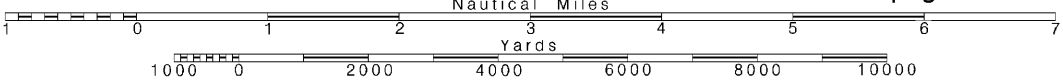
NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.



4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~



See Note on page 5.

78°15' 78°10' 78°05'

CANADA
UNITED STATES

254° 102 Miles from Point Petre Light to Niagara Shoal Buoy (Upbound)

074° 71 Miles to Point Petre Light (Downbound)

089° 99 Miles to Oswego

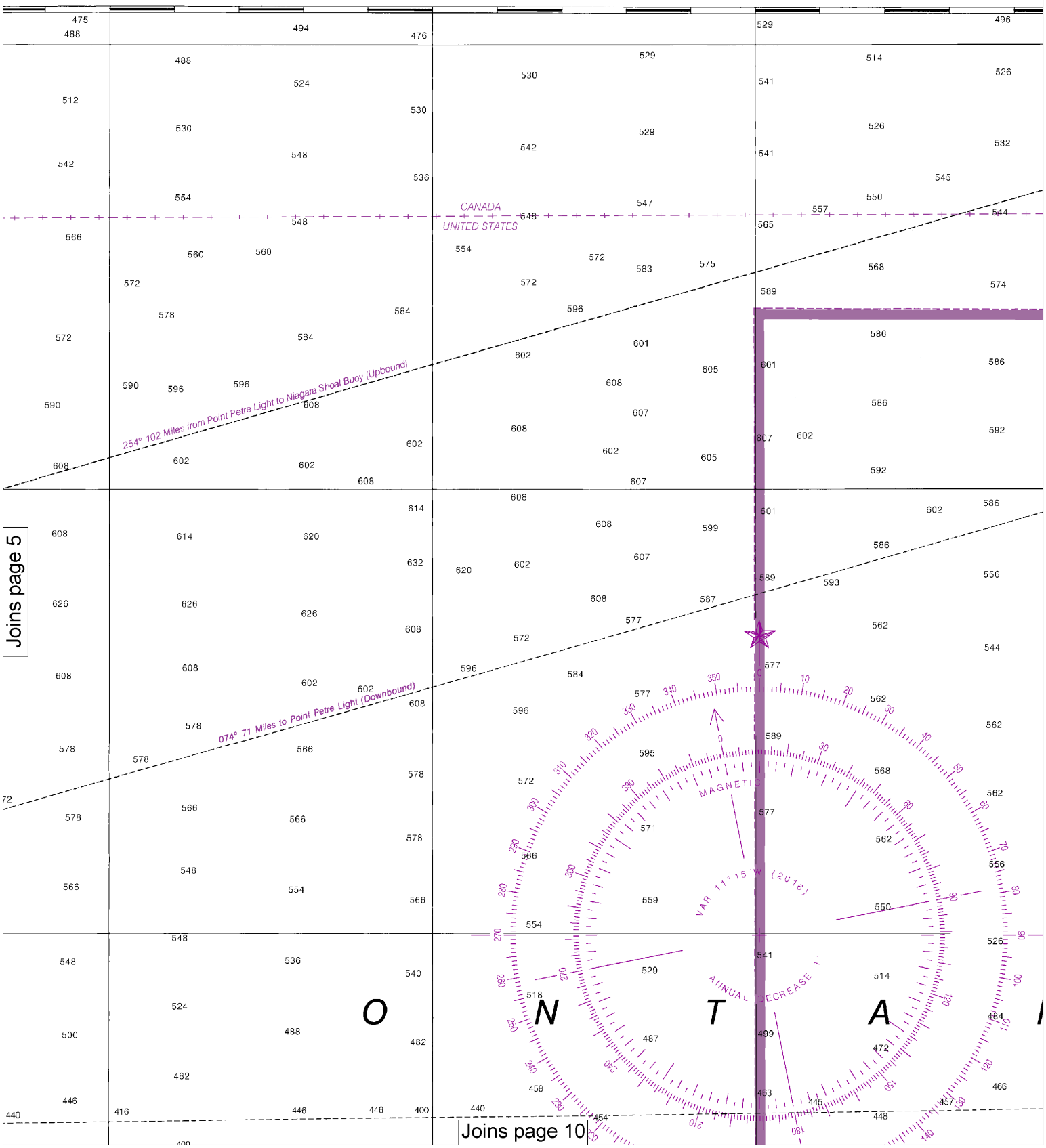
K E O N

Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:106666. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

78°10' 78°05' 78°00' CONTINUED ON CANADIAN CHART 2059



Joins page 5

Joins page 10

Note: Chart grid lines are aligned with true north.

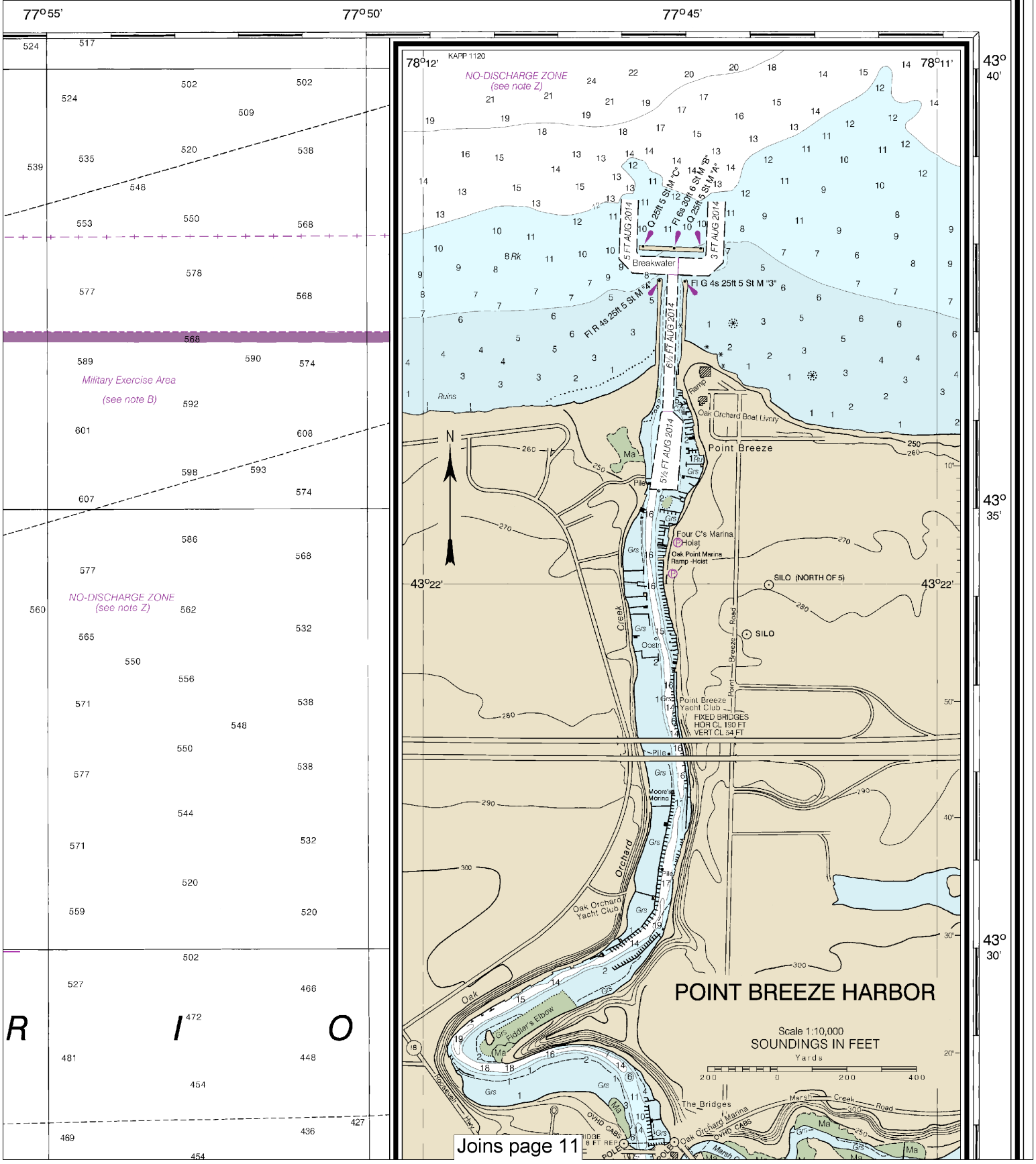
Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

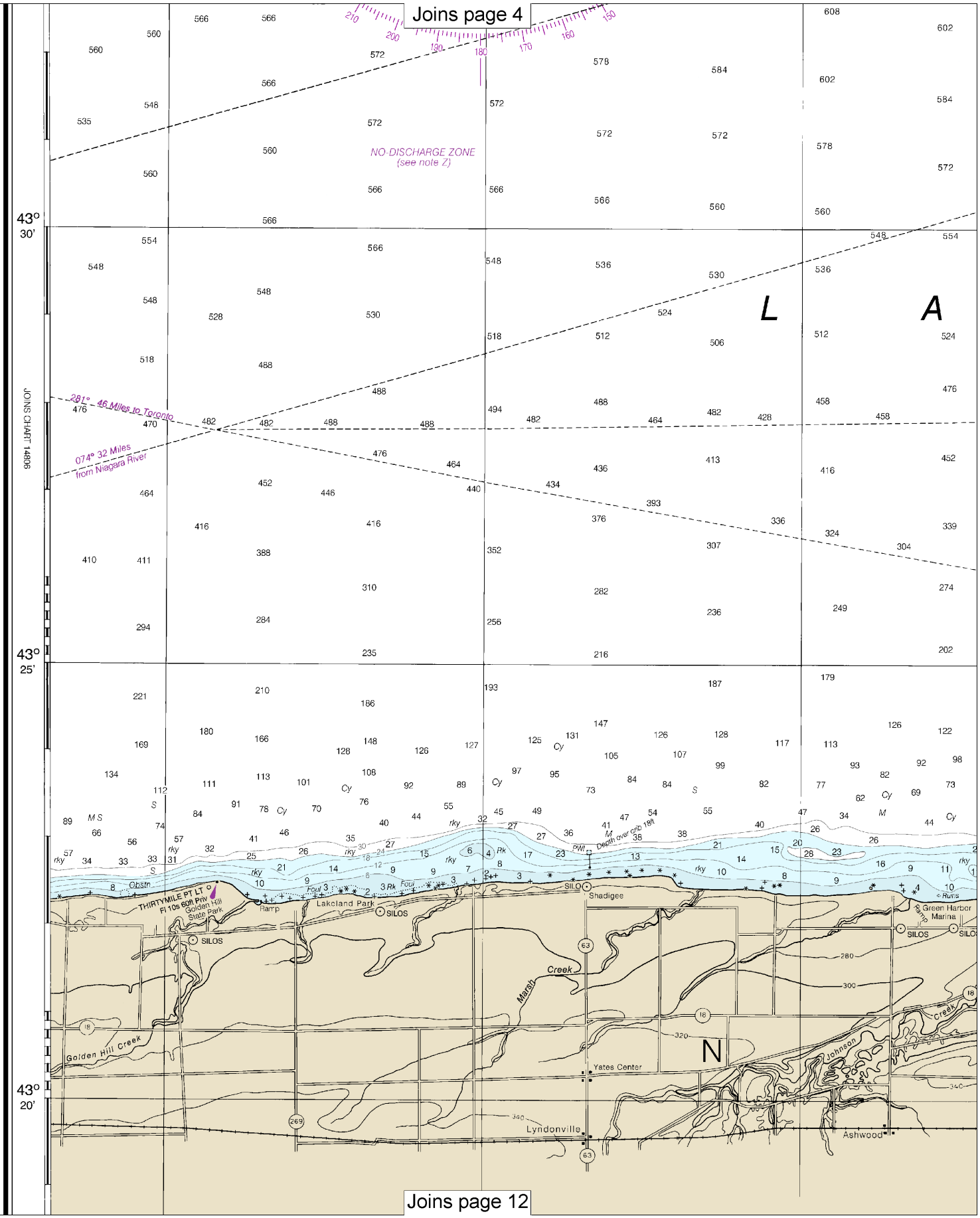
Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.

SOUNDINGS IN FEET



25th Ed., Mar. 2014. Last Correction: 4/27/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)



8

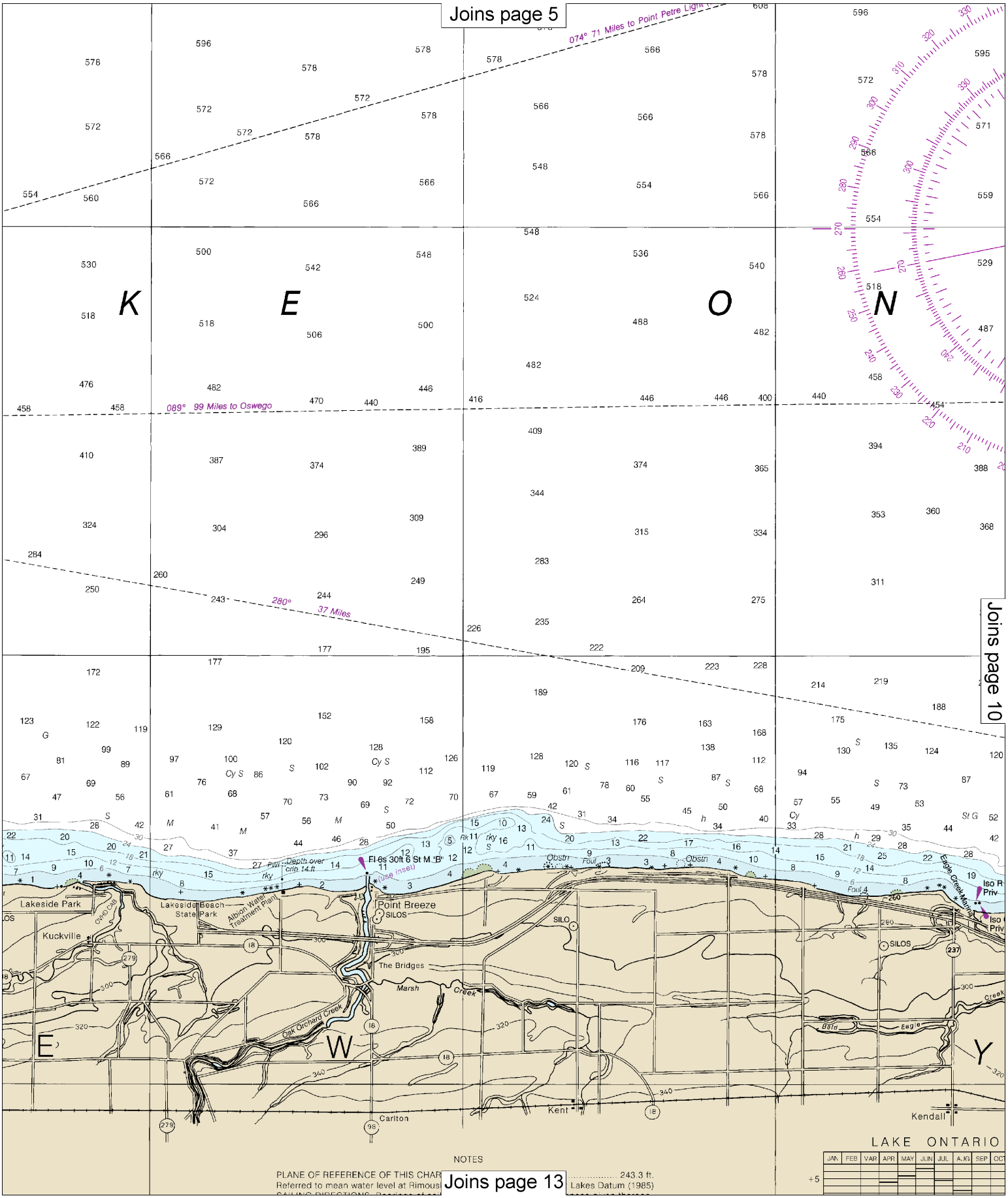
Note: Chart grid lines are aligned with true north.

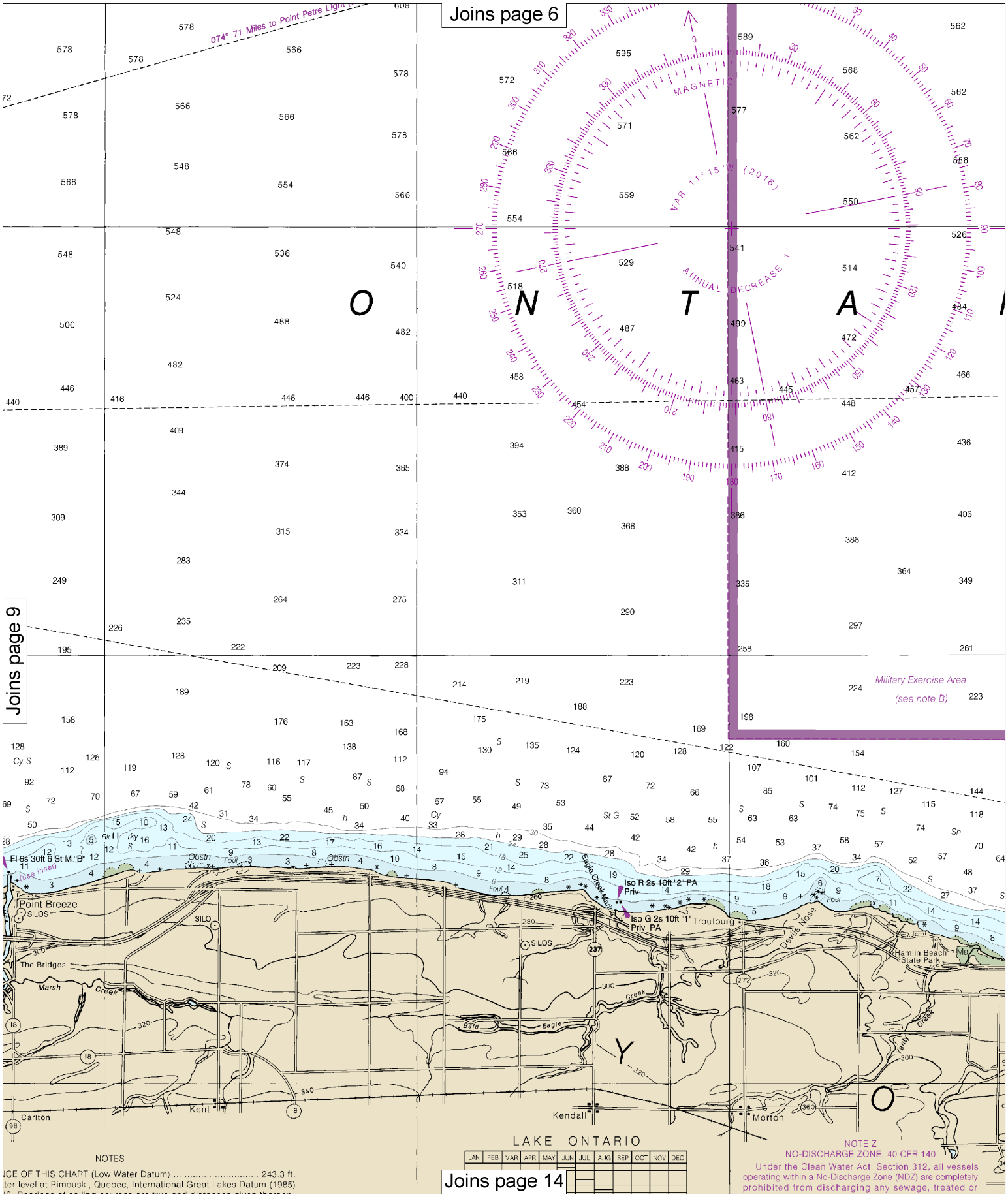
Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.


Joins page 5
074° 71 Miles to Point Petre Light
089° 99 Miles to Oswego
280° 37 Miles
K E O N
E W Y
Joins page 10
Joins page 13
Lakeside Park
Kuckville
Lakeside Beach State Park
Albion Water Treatment Plant
Point Breeze
SILOS
SILO
The Bridges
Marsh Creek
Oak Orchard Creek
Carlton
Kent
Kendall
Eagle Creek Marina
Fl 6s 30ft 6 St M "B"
Depth over crib 14 ft
(use inset)
Obstn
Foul
Bald Eagle Creek
LAKE ONTARIO
NOTES
PLANE OF REFERENCE OF THIS CHAR
Referred to mean water level at Rimous
243.3 ft.
Lakes Datum (1985)
JAN FEB MAR APR MAY JUN JUL AUG SEP OCT
+5



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles

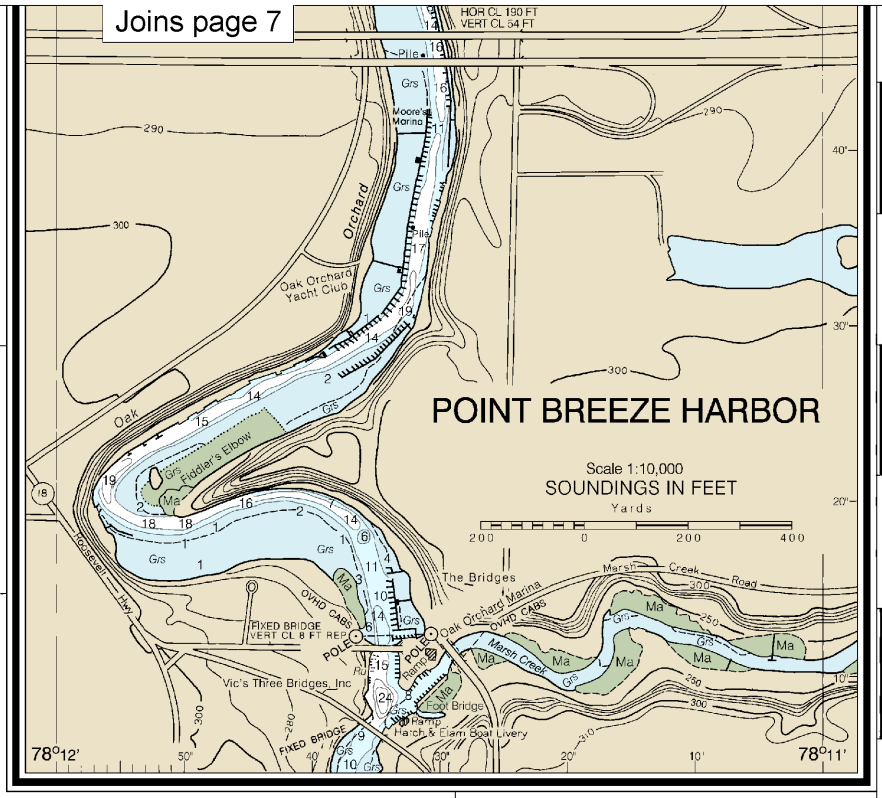
1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

See Note on page 5.

Joins page 7



Military Exercise Area
(see note B)

43° 30'

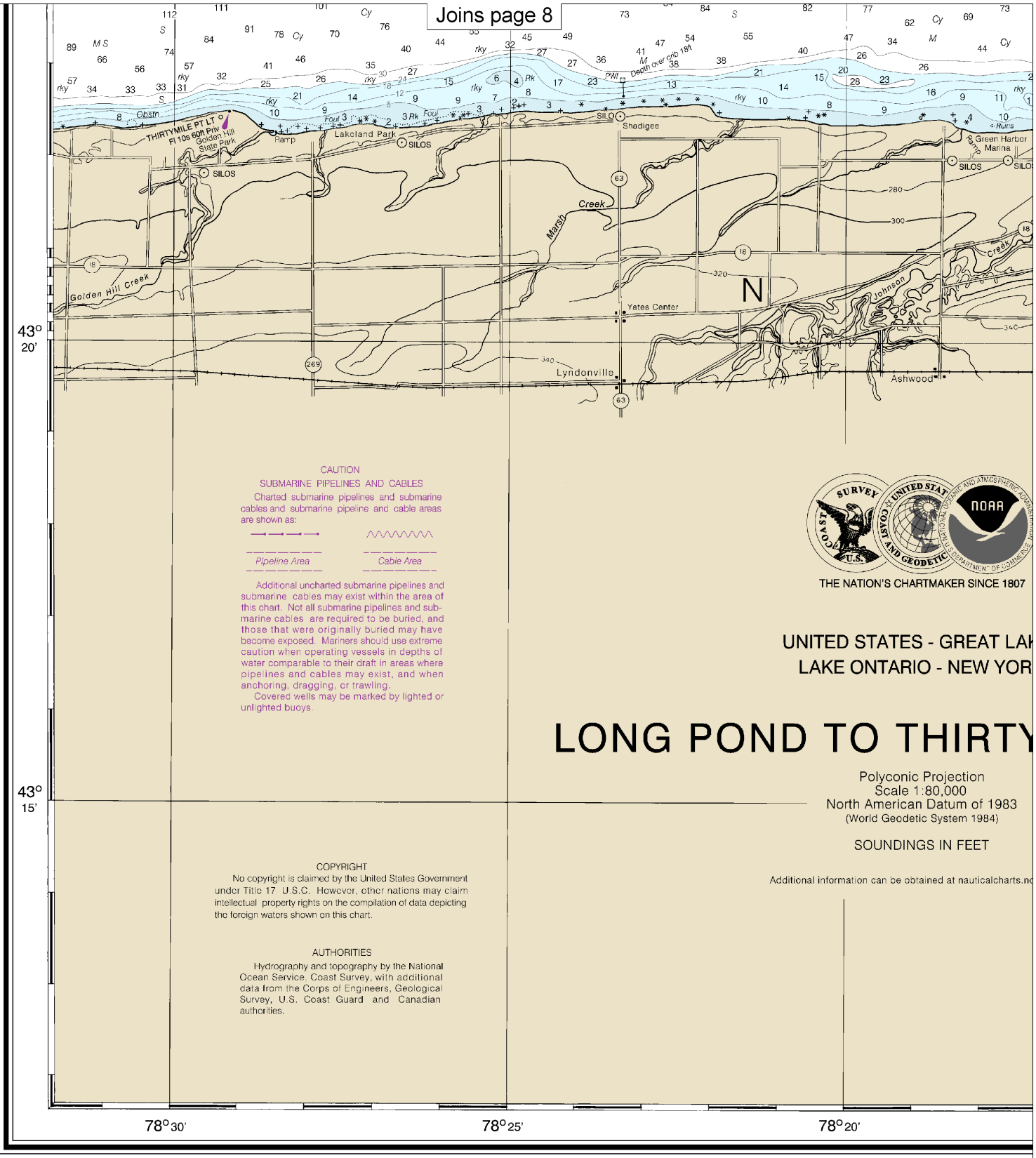
43° 25'

43° 20'

JOINS CHART 14804

Joins page 15

SOURCE DIAGRAM
the limits of the most recent hydrographic
n evaluated for charting. Surveys have been



CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area — Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GREAT LA
LAKE ONTARIO - NEW YOR

LONG POND TO THIRTY

Polyconic Projection
Scale 1:80,000
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

Additional information can be obtained at nauticalcharts.no

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard and Canadian authorities.

14805

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDING

25th Ed., Mar. 2014. Last Correction: 4/27/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

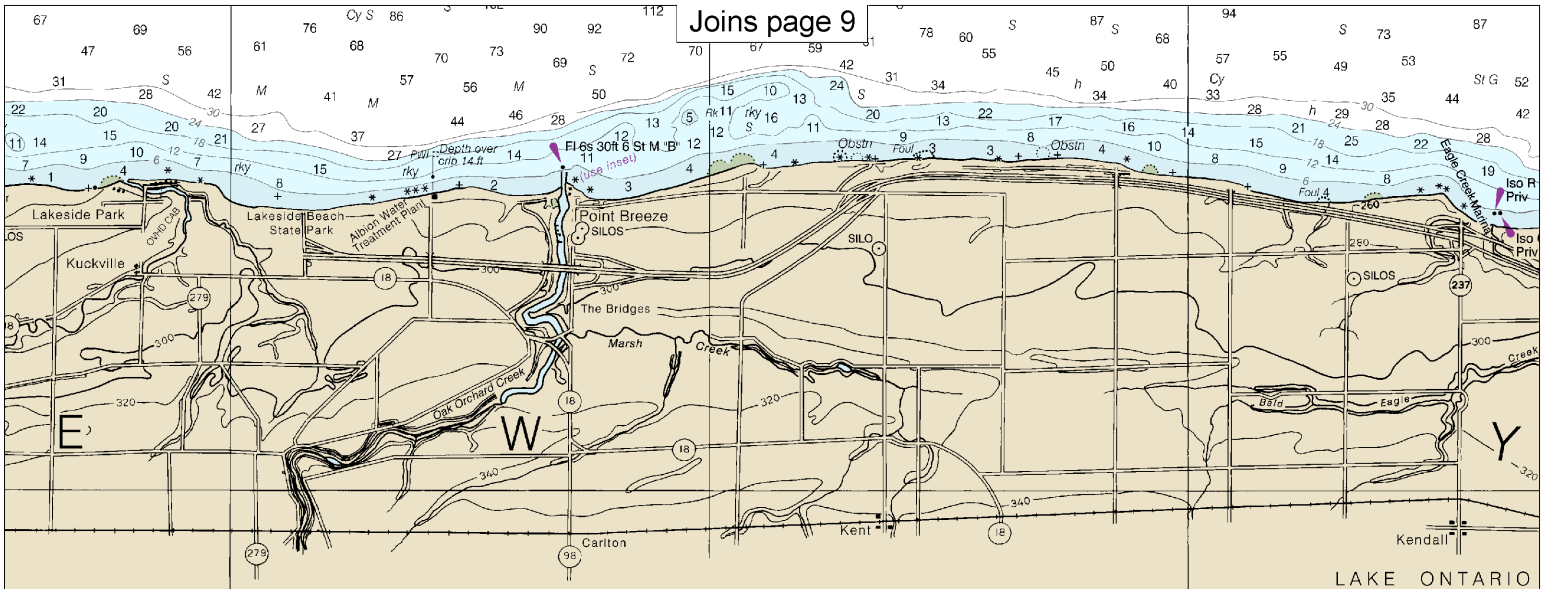
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.



NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum) ..... 243.3 ft. Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985)

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation. See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

CAUTION

POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

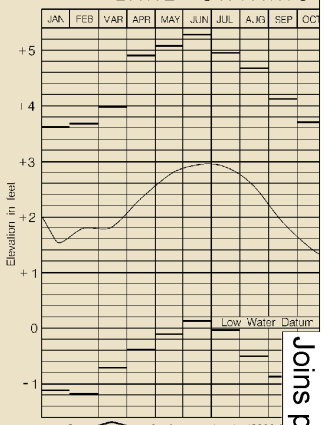
NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.

Refer to charted regulation section numbers.

Ⓟ Pump-out facilities

LAKE ONTARIO



Low Water Datum, which is the plane of ref shown on the above hydrograph, is also the p the charted depths. If the lake level is above Datum, the existing depths are corresponding than the charted depths.

Joins page 14

CAUTION

Improved channels shown by broken line subject to shoaling, particularly at the edge

CAUTION

Due to periodic high water conditions in the Gre features charted as visible at Low Water Datum may particularly in the near shore areas. Mariners shou caution.

CAUTION

Limitations on the use of radio signal aids to marine navigation can be found in U.S. Coast Guard Light Lists and Nati Geospatial-Intelligence Agency Publication

Radio direction-finder bearings to comme broadcasting stations are subject to error should be used with caution.

Station positions are shown thus:

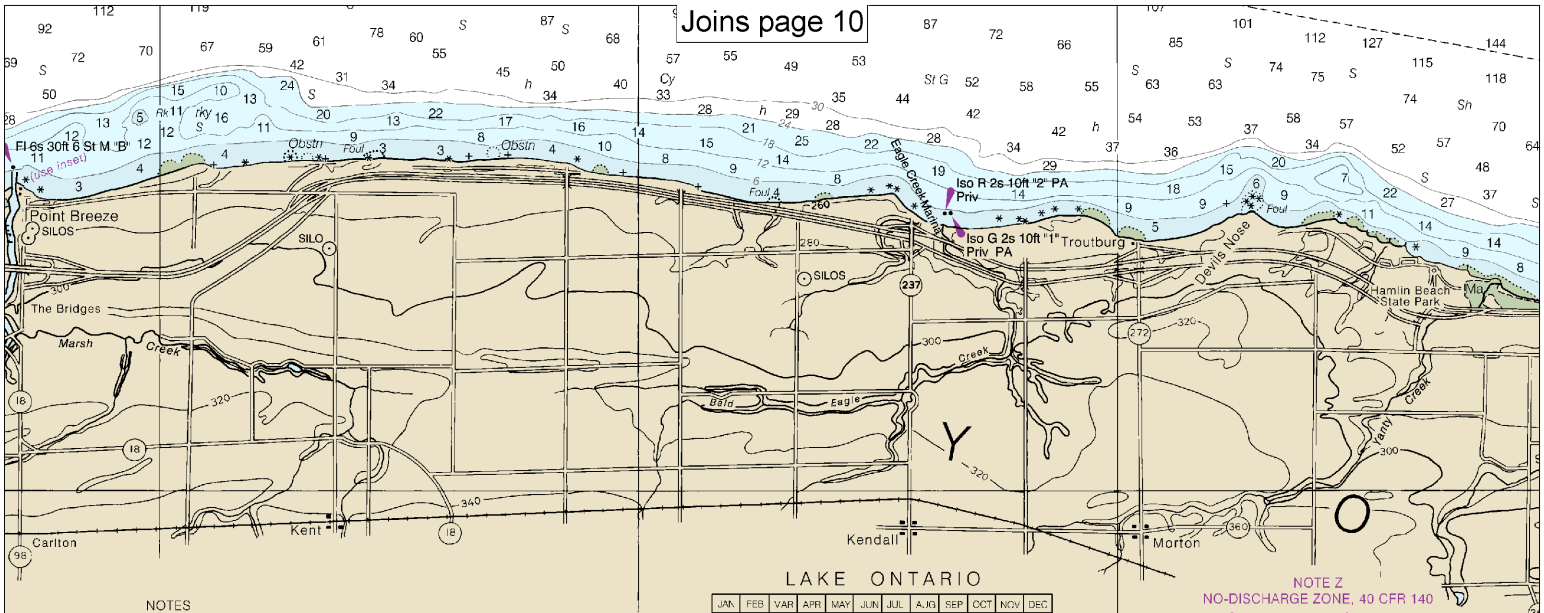
⊙(Accurate location) o(Approximate loca

78°15' 78°10' 78°05'

GS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Joins page 10



NOTES

ICE OF THIS CHART (Low Water Datum) ..... 243.3 ft.
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NS. Bearings of sailing courses are true and distances given thereon
between points of departure.
ON. Consult U.S. Coast Guard Light List for supplemental information
navigation. See Canadian List of Lights, Buoys and Fog Signals for
ded in the U.S. Coast Guard Light List.
BREVIATIONS. For complete list of symbols and abbreviations

EAD CABLE CLEARANCES. When the water surface is above Low Water
overhead clearances are reduced correspondingly. For clearances
6.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication possible (33 CFR 153).

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important plemental information.

WARNING

dent mariner will not rely solely on any single aid on, particularly on floating aids. See U.S. Coast rd Light List and U.S. Coast Pilot for details.

ailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian owners Association.

CAUTION
POTABLE WATER INTAKE

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Refer to charted regulation section numbers.

Ⓟ Pump-out facilities

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

CAUTION

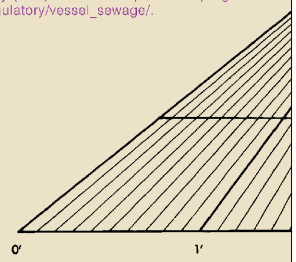
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.



RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE B

Mariners should use caution as military craft may be operating within the area. For further information consult U.S. Coast Guard Local Notice to Mariners.

Joins page 13

78°10' 78°05' 78°00'

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Note: Chart grid lines are aligned with true north.

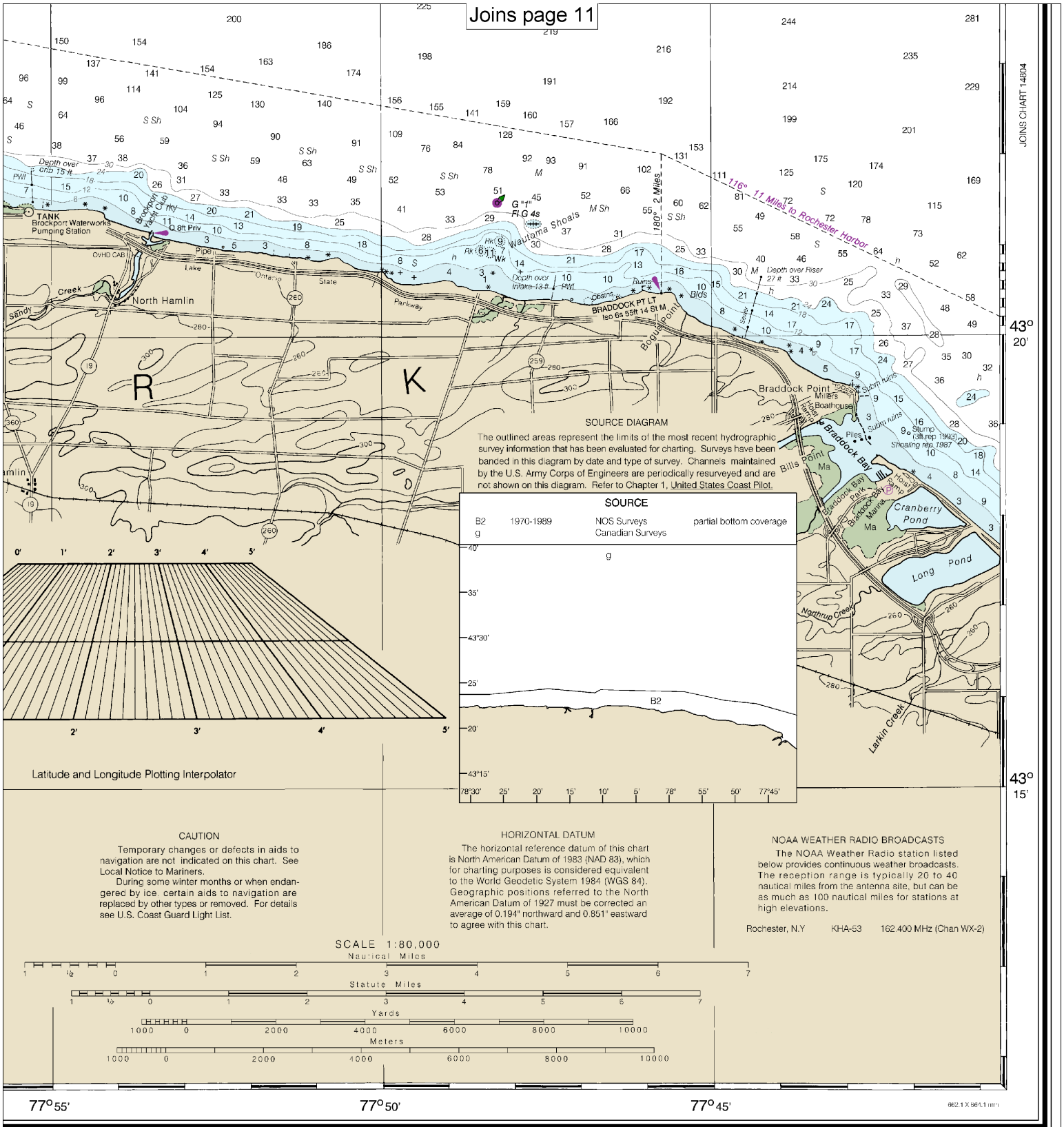
Printed at reduced scale. ~~SCALE 1:80,000~~

See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000

Joins page 11



SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE			
B2	1970-1989	NOS Surveys	partial bottom coverage
g		Canadian Surveys	

Latitude and Longitude Plotting Interpolator

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.194" northward and 0.851" eastward to agree with this chart.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Rochester, N.Y	KHA-53	162.400 MHz (Chan WX-2)

SCALE 1:80,000

Nautical Miles: 1, ½, 0, 1, 2, 3, 4, 5, 6, 7

Statute Miles: 1, ½, 0, 1, 2, 3, 4, 5, 6, 7

Yards: 1000, 0, 2000, 4000, 6000, 8000, 10000

Meters: 1000, 0, 2000, 4000, 6000, 8000, 10000

862.1 X 564.1 mm

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Long Pond to Thirtymile Point

SOUNDINGS IN FEET – SCALE 1:80,000

14805

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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